

Chapter 3

Flight Procedures and Rules

3-1. Mission Brief & Risk Assessment. Prior to departure from home station, crews will ensure that they are properly briefed for the entire training support cycle. The mission brief must include the following minimum items:

- a. Actual MEDEVAC missions including hoist considerations.
- b. MED Systems rehearsals and demos (i.e. live hoist training, overwater, etc.).
- c. LAO (i.e. applicable hospitals, Santa Rosa Island, HLZs, etc.)

Deviations must be approved, on a case by case basis, from the aviation unit chain of command, NOT the 6th RTB chain of command.

3-2. Aircrew Information Reading File (AIRF). Operations in support of the 6th RTB preclude the need to maintain a separate AIRF system. The AVN unit CDR will ensure the aircrews supporting 6th RTB are notified of any critical aircrew information that is normally posted in the AIRF.

3-3. Arrivals to CJR.

The MEDEVAC OIC or the AVN unit representative shall contact the RTB S-3 Air at least 48 hours prior to departing home station to coordinate for a mission number. However, since a mission number may not be possible on such short notice, it is important that crews arrive as close as possible to the coordinated time. Crews are requested to call the S-3 Air (DSN 872-1162, ext 125; COM 850-882-1162; or at home through the RTB SDNCO 2-1164) to confirm arrival times prior to departing home station. A clearance must be received from either Eglin Mission Control (UHF 315.00), Eglin Approach (VHF 124.05 or 125.1, weekdays), or Pensacola Approach (same frequencies, weekends) before entry into R-2915. Without a valid mission number these agencies can approve (on a case-by-case basis) arrivals to or departures from CJR straight out to or from the North only. If coordination is not made in advance, aircrews should expect to receive lengthy "hold" instructions prior to entry while coordination is made.

MEDEVAC crews should arrive on D-2 (Thursday) to sign for quarters and radios, receive room keys, draw linen, sign for TMP van, and complete the administrative requirements prior to the start of the training cycle. MEDEVAC OIC should check in with S-3 Air or his designated representative in Bldg 6009 (Bn HQ) as soon as possible after arrival. The S-3 Air should provide a notebook containing mission numbers and air profiles for the training cycle (this should be turned back in to the S-3 Air office prior to departure). All crewmembers are required to attend Day 01 (Saturday) In-Walkers' briefing. Utilize Thursday PM and Friday to accomplish Local Area Orientation of hospitals and HLZs.

3-4. Departures from CJR. Crews must coordinate with the 6th RTB Commander to depart CJR and return to home station when the following conditions are met:

- All items issued on arrival (including billets and vehicle) have been cleaned and turned in;
- Fighter management policies are strictly adhered to;
- Airspace is available.
- MEDEVAC coverage is complete. (generally the Sunday AM)

3-5 Local Area Orientation. Airspace has been preplanned and set aside for a local area orientation. Local orientations are required by 6th RTB. The following areas will be included in the local area orientation:

- AUX Field 6 (CJR)
- Burma DZ
- Elizabeth DZ (B-70)
- Yellow River
- LZ Taylor (Santa Rosa Island)
- ALL MEDEVAC HLZs
- EVAC Hospitals:
 - Pensacola Baptist
 - Ft. Walton Beach
 - Eglin AFB
 - Panama City Coastal Systems (Hyperbaric Chamber)

NOTE: Photos of many of these areas are provided in Appendix C and Appendix D. Orientation must be completed no later than DAY 05.

3-6. Flight Plans. A DD FORM 175 (Flight Plan) is required to be filed with Eglin Base Operations for any departures from and/or arrivals to Eglin AFB and its associated areas (including R-2915). Faxed flight plans should be followed up with a voice confirmation. Unless a specific route is planned, training flights should indicate the flight PROFILE to be flown in the "Route" section. If crews do not depart within 30 minutes of the PROPOSED DEPARTURE TIME, a follow-up call should be made to Base Operations to inform them of the updated time of departure. Crews must telephonically close the flight plan with Base Ops to avoid the launching of Search and Rescue. In order to expedite MEDEVAC operations, both crews will file a MEDEVAC standby flight plan with Eglin Base Operations (Voice: 2-5313; Fax: 2-2655) prior to DAY 01. This will be a "shell" flight plan and will be kept by Base Ops for the duration of the cycle. See Appendix E for an example. Local flights conducted from CJR will be tracked through use of the Commander's local flight log.

3-7. Flight Weather Planning

a. Local flights.

Current weather (TAF and METARS) is available at the TOC via the IWDS computerized weather forecast system.

VFR departures from an area without communication access to a military forecaster. Pilots may obtain weather briefings from and file flight plans with the nearest Flight Service Station (FSS). This DOES NOT apply to departures from CJR/AUX FLD 6!

b. Army Aviation operations within the Eglin or Pensacola AOR.

Unless a higher minimum is briefed by the AVN Unit briefing officer, pilots will not depart in less than VFR conditions if the predominant weather at the briefed primary and alternate IIMC recovery airfield or airport is less than ceiling 400 feet above the weather planning minimum and visibility one mile greater than the weather planning minimum for the published instrument approach procedure to be flown at ETA through one hour after ETA (see example 3-7a.).

When there are intermittent weather conditions, predominant weather applies.

The PC will obtain weather information using a DD form 175-1 (Flight Weather Briefing) from a military weather facility when conducting aviation operations in less than VFR conditions. Army Pilots will ensure that their aircraft has the required equipment IAW AR 95-1, 5-2., g. prior to departure in less than VFR conditions.

Example 3-7a. Santa Rosa Island Exfil Mission or MEDEVAC Coverage

Information extracted from DoD FLIP (Terminal) Low Altitude IAP Volume 19

- PC or AMC briefs the Primary Recovery Airfield as Eglin AFB ILS Y RWY 19 and Alternate is Crestview ILS RWY 17.
- Eglin ILS Y RWY 19 weather planning minimums are: S-ILS 19 (CAT A) ceiling 200 feet, visibility $\frac{1}{2}$ statute mile.
- Crestview/Bob Sikes ILS RWY 17 weather planning minimums are: S-ILS 17 (CAT A) ceiling 200 feet, visibility $\frac{3}{4}$ statute mile.

*Primary Recovery
Airfield*

<i>Ceiling</i>	<i>Visibility</i>
200	$\frac{1}{2}$
<u>+400</u>	<u>+1</u>
600	1 $\frac{1}{2}$

*Alternate Recovery
Airfield*

<i>Ceiling</i>	<i>Visibility</i>
200	$\frac{3}{4}$
<u>+400</u>	<u>+1</u>
600	1 $\frac{3}{4}$

Note: The highest of the bold numbers will be the minimum weather required to depart from CRJ.

Night unaided and Water Hoist Helicopter training (Demo and Validation included) flights will not be conducted with less than 1000' ceiling and 3 miles visibility.

Weather information for the DD FORM 175-1, contact one of the following agencies:

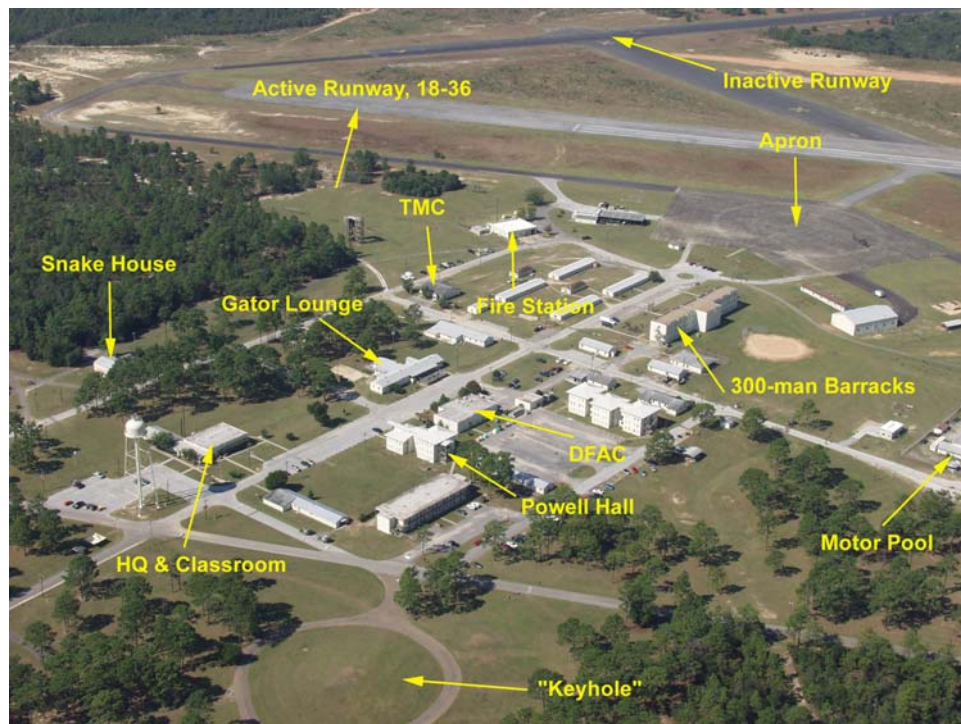
- Eglin Wx (96th Weather Squadron): 2-4800
- Hurlburt Wx: 4-6527
- Shaw AFB (weekends): DSN 94-965-0942

"Visibility Indicators" are provided in Appendix K. These have been measured and can be used to determine approximate ground visibility. No adequate method is available for determining ceilings within the confines of CJR (especially at night) – observations from Duke, Eglin, Hurlburt, Crestview and Pensacola must be used for approximations.

MEDEVAC coverage is critical for ALL phases of training at FRC. As such, it is imperative that the MEDEVAC crews keep a close watch on weather trends. A sudden loss of MEDEVAC coverage requires locking Ranger students down "in place," an undesirable alternative to getting the students to a patrol base and locking them down. Thus, staying aware of weather trends, especially in marginal conditions, will allow advance notification to the RTB Commander and an alternative plan of action can be initiated.

IIMC procedures for R-2915: Climb to 3500' MSL and contact Eglin Approach (Pensacola APCH on weekends).

3-8. Aircraft Parking and Mooring. Aircraft will park on the hardstand (apron) as depicted below. On days when airborne jump operations are scheduled, the aircraft may need to be repositioned to the "keyhole" next to the gymnasium.



When severe weather is forecast, or when crews are off duty, aircraft will be properly tied and chained, with all appropriate fly-away gear in place. The minimum tie-down requirements are:

- Brakes set;
- Wheels chocked;
- Gust lock in;
- Pitot covers on.

3-9. Training Flights. During each training rotation there will be multiple training scenarios, or Situational Training Exercises (STXs), set up by the RTB. Such scenarios will generally include the necessary mission number and profile, but may need to be verified with the Range Operations Control Center (ROCC).

Training may be conducted on Thursday and/or Friday (airspace permitting). A MEDEVAC rehearsal and hoist validation is required each training cycle. This will involve working closely with Ranger cadre and medical personnel conducting day and night hoist training. Likely scenarios are:

- Spinal injuries
- Snake bites
- Dehydration
- Hypothermia
- Heat exhaustion/stroke
- Anaphylactic shock (adverse reactions to insect bites, etc.)

NOTE: The RTB medical scenarios are designed to be VERY realistic. Except for the Med Rehearsal, many RTB cadre members will not even be aware that a 9-line is notional.

In the case of the 10-hr inspection, at least 0.1 must be left on the aircraft to ensure sufficient time exists to conduct MEDEVAC operations should an accident occur. For the same reason, aircrews must also maintain a minimum of 1200 lbs of fuel on board when training under these circumstances.

3-10. Physical Fitness Training. All soldiers are required to maintain the standards of physical fitness outlined in Chapter 9 of AR 350-41, AR 600-9, and FM 21-20. As such, crewmembers are encouraged to utilize available exercise resources during TDY periods. The following rules apply:

- Crewmembers conducting PT between the hours of 0600 to 0730 on CJR will do so in the Army PT uniform.
- The PT uniform may be worn to the dining facility for the breakfast meal only.
- PT is prohibited on 1st up or during periods of DUAL-SHIP coverage.
- The preferred time for physical training is during off-duty periods, which is generally every other day.

3-11. Alcoholic Consumption Policy. As a minimum, alcoholic beverages or drinks may only be consumed when there is reasonable time allocated to comply with the requirements in AR 40-8 and measures are in place to avoid abuse of such privileges. The aircrew member is ultimately responsible for the requirements set forth in AR 40-8. Policy letters and memorandums that are in force at the installation must be reviewed prior to consumption. Failure to comply with these requirements will result in UCMJ action.

3-12. Refuel Procedures. During the training cycle, cold fuel is always available upon completion of a MEDEVAC mission. Cold fuel is generally available at the conclusion of training flights but should be coordinated in advance with the Motor Pool (2-1104/1288) to avoid scheduling conflicts. A credit card is not required but a representative of the crew must verify the amount of fuel and sign for it.

Hot refuel at CJR should be available when properly coordinated through the S-3 Air. Hot refuel at Hurlburt is only available for actual MEDEVAC missions, should the need arise.

Both Eglin AFB and Hurlburt have cold fuel available, but the lengthy turn-around times (30-60 minutes for transient aircraft) make these the least desirable. Additionally, hot and cold refuel is available at Florala (04J, 15-20 minutes NE) and cold fuel is available at Crestview (CEW, 5-10 minutes NE).

3-13. Communications. The 6th RTB provides a set of Motorola radios (one for each aircraft), spare batteries and a battery charger. The radios should be set to Channel 2 and SCAN. When properly configured, the display will read "CMD-NET" and will scan the entire network for radio traffic. PC's should ensure that batteries are properly charged prior to DAY 01. Batteries should be changed out daily. Motorola (MX) radios MUST be on any time the crew is away from their assigned quarters. Monitoring the MX radios throughout the day (even in quarters) may give the crew advance notice of impending or developing MEDEVAC request. See Appendix F for a list of radio call-signs.

From the aircraft, crews can monitor and talk on MX by using UHF 233.0. This frequency is set up as a RE-TRANS to the MX frequency. 6th RTB radios must exit the SCAN mode in order to reply.

3-14. MEDEVAC TDY Deployment Package. See Appendix L

3-15. Sick Call/Medical Issues. The Physician's Assistant at CJR is also a Flight Surgeon. He is available on most days during the training cycle should the need arise.

3-16. Visiting Aviation Unit Procedures. Units wishing to visit the FRC must coordinate in advance for flight mission numbers and profiles. Unannounced arrivals are subject to flight violation investigation and possible pecuniary fines.

3-17. Transportation. The 6th RTB Motor Pool provides a TMP van for use by MEDEVAC crews. Drivers must have a valid driver's license and a current military DDC card in their possession when driving.

Due to limited resources at CJR, soldiers should attempt to acquire a military DDC card at their home station.

The MEDEVAC OIC or his representative will sign for the van and is responsible for its use and proper operation. FRC has a limited budget. The use of the van is a privilege and should not be abused. Trips will be centered on group travel.

Fuel for the van can be obtained at the motor pool during normal duty hours. The RTB TOC has access to fuel after hours.

The 6th RTB normally requires that the van be turned in prior to departure from CJR. The van should be washed and cleaned prior to turn-in. If necessary, the staff-duty vehicle can be used to carry equipment to the helicopters for load-out.